Routing Access Condition Notice

12-00002

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Requested By: Email from ras@artc.com.au
Subject: Various alterations required
Effective Period: 14/11/2012 – Issue of V1.2
Amendment Type: Permanent (to be added to RAS)

Note: Permanent Route Access Condition Notices (RACN) are periodically updated in the ARTC Route Access Standard (RAS), at which time the relevant RACN is withdrawn.

RAS Reference:

Section: General Information and Section Pages
Version No.: 1.1
Page/s: All

ARTC Network Location:

Line Section: N/A
Kms: N/A km - km

Details of RACN:

1. General
Addition of Botany and SSFL ready for Version 1.2 of the RAS. Addressed currently in extract from TOC 12181 and RACNs 1200005, 1200006.

2. Glossary
- Brake Type – this is currently listed in the RAS Glossary but will be superfluous as the data is located in the TOC, and not referenced anywhere else in the RAS except 7.1. It is a rolling stock function. The suggested method of treatment is 'define brake type' in glossary as:

Version 1.0
Date of last revision: 29 Oct 12
This document is uncontrolled when printed. See ARTC Intranet for latest version.
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Brake type - Traditional method of specifying the brake type set up on rolling stock as used in the NSW under Toc framework eg B1, B2, B3, B4 ECP etc – for non NSW managed by operator as above rail function and brake type not specified.

- Country Net Radio – This gets replaced (is currently being replaced) with the NTCS/ICE radio system, which is not shown in the Glossary. To be added to the RAS in accordance with SAFE Notice 2-1714 and Standing Train Notice, titled: Introduction of National Train Communication System (NTCS) see attached.

- RIC – Should be updated to show RailCorp/Transport for NSW and also add John Holland CRN.

section of:
-A) adjoining network -- network that abuts the ARTC network eg John Holland network Railcorp network, Brookfield rail network
B ) - network user – person / company accessing the ARTC network by reason of access agreement or maintenance agreement or other authority to be on the network.

3. RAS General Information

Section 1 Rolling stock:

- 1.1 - ARTC providing written confirmation/certificate that the rolling stock/vehicle is registered with ARTC.

3rd paragraph states: registration of rolling stock will be in accord with RISSLB standards. The exact form of conformation that rolling stock/vehicle has been registered with ARTC is to be determined.

- TARE should be tare (no need for all capitals).

Section 2 Route Standards:

- 2.1 – Table 2.1.1 - Regular Freight and Standard Freight have the same criteria.

They have the same outputs but regular freight is a scheduled service and standard freight is a non-scheduled service --- the schedules we offer are at this address embraced in that pricing matrix; link to be added into the RAS version 1.2.

• 2.4 – Table 2.4.1 – Needs clear clarification as to where 10mrads and 14mrads are applicable.

Currently listed as limits applying in NSW and non-NSW. 14m rads applying in NSW and 10 m rads applying in non NSW. The table covers use of both 10 m rads or 14 m rads and hence the limits for 10 and 14 are different irrespective of what state, all other things being equal ie if 10 m rads is used then the limit will be 250 kn for locos if 14 m rads used then the limit will be 295 kn. No change to the RAS necessary.

• 2.4 – Table 2.4.1 – There seems to be confusion in multiple sections of the RAS about where the Narrabri-Moree and Moree-North Star sections belong. Either they are HHN or IN – not both!

Editorial adjustment to be made to avoid confusion for V1.2.

• 2.4 – Table 2.4.2/2.4.3 – Instead of listing the three load limits, it should be more generic and say shall not exceed the applicable RAS load rating.

Note 1 is that any loco must not exceed the applicable bridge loading for a line ie the load effects or impact from any loco must not exceed a RAS 270 loco. Not proposing a change to RAS V1.2.

• 2.6 – A ruling grade is not shown between Goobang Jct – Narromine – Dubbo – Troy Jct.

Editorial adjustment to be made for V1.2.

• 2.7 – Tunnel C2 Redbank no longer exists.

Tunnel on the main south where there has just been a deviation put in to ensure RAS V1.2 addresses this.

• 2.8 – Table 2.8.1 – HBD are now accurately referred to as Hot BEARING detectors rather than hot BOX detectors.

Largely debated, no change for RAS V1.2.

• 2.8 – It was noted that WILD limits are included. It would be good to get other limits included for wayside devices.

The limits on other devices will only be put in as they are developed.
2.10.2 – Need to add SSFL and Botany to the Junee Network Control list.

Ensure addressed for future version of RAS or link added to direct to location of the information.

Section 3 Safeworking Operations:

- 3.1 – First dot point lists location Ulburn – where is this?

Unknown but suspect it is Albury, change for RAS V1.2.

Section 4 Train Service Planning:

- 4.6.1 – Would like a reference where to find train brake curve data.

Reference added to the RAS.

Table 4.9.1 – Need to include NTCS/ICE for most areas.

- To be added to the RAS in accordance with SAFE Notice 2-1714 and Standing Train Notice, titled: Introduction of National Train Communication System (NTCS) see attached.

Section 5 Rollingstock Outlines:

- Suggest review of table 5.2. While not extensively reviewed or checked, there are concerns over the limitations on Moss Vale-Unanderra (eg ROA A and B not allowed) and the exceptions on Narrabri-North Star (eg NSW NS is allowed).
  
  - In regards to Moss Vale-Unanderra, it should be noted that many hoppers have never been tested to Narrow Hopper standards due to their age, and at the time, Plate A-E were all that were available.

  Review is required of ROA and RISSB plates to ensure rolling stock is suitable for line section. To be updated in future RAS.

- Figure 5.1 – Need to include SSFL and Botany.

Update for future RAS version.

Section 6 Loading Restrictions:

- Figure 6.03 – Does this outline have a title? Also need to add SSFL.

Like for like info straight from TOC. RAS to be updated with SSFL information from TOC waiver 12181 attached.
• Figure 6.06 – If PNL have tested this outline to Narrabri, will the map be updated?

Future RAS amendment.

• Other Loading Requirements – Isn’t this an above rail function?

Added to set some minimum requirements.

Section 7 Train Marshalling:

• Table 7.2.1.1 – Broadmeadow to Werris Creek. At 5200 tonnes, why do I need bankers as per note 1. You need to have a maximum unassisted load. With 3 x AC locomotives I could comfortably do 4875 tonnes unassisted. I would think the number should be 5200t with no note 1.

Information carried over from existing document, will be reviewed for future RAS version.

RAS Section Pages

• Preamble – Need to add l6 and l7 to Figure 1.

To be added to Version 1.2

• In general, the route sectional number is not on the Document Control page in the top corner.

To be rectified for V1.2 as there is a new layout and accurate version control.

• D7 – Why bother showing loco mass as 22.7 when they are limited to 134t. Why not show 22.33?

The reason why it is not 22.3t is to account for locos that have varying axle loads amongst the 6 axles where they can be up to 22.7t but overall mass is still limited to 134t - and it is also related to fact that the majority of the Non-NSW network still has the old 47 kg rail in track. No change to the RAS.

• D45 – It looks like old TOC pages with loco load and speed categories which are not mentioned anywhere else in the RAS.

Needs to be removed from RAS.

• D51 - * note for 21t axle load at 115km/h. What does the comment mean? If you can’t do that between Marulan and Bundanoon, what can you do? Lower speed? Lower axle load?
RAS is the status quo unless there is something that has changed regarding axle load and speeds – on like for like basis the limitation between Bundanoon and Marulan has been brought across from the TOC. To be considered for future versions of the RAS.

- D53 – Table shows ‘freight train’ types. All other sections show as ‘Freight’ only.

Ensure consistency for future versions of RAS.

- HHN1 – Maitland-Waratah tables – note 2. No wagons are loaded above 30t axle load.

Words will be wagons loaded above 25 t and up to 30t - intent was to facilitate running of 30 t axle load wagons at 80 k up the Minibah and Nundah banks. Correct in version 1.2.

- HHN3 – Covers Narrabri-Moree and Moree-North Star when it is also in i6.

Correct for version 1.2.

- I1 – Reword Note 3, as it is ambiguous about the 124t loco and also spelling error (noe)

It should be reading any loco 124 t and above is limited in speed - also it should read as NOT exceed. Change for version 1.2.

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**Issued By:** Richard Potts

**Australian Rail Track Corporation**

**Approved By:** [Signature]

**Minor - Manager Standards**

**NAN Ref (if applicable):** Approved TOC Lower